



The FAA, NTSB, DOT, TSA and Aviation: Where Are We and Where Are We Going?

Aviation Symposium
February 3-5, 2026

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FAA Operations

- New Assistant Administrator for Rulemaking and Regulatory Improvement who is responsible for the FAA's rulemaking agenda, updating outdated rules of the agency, evaluating existing regulations for effectiveness, redundancy, and accuracy, coordinating with offices of the agency and other Federal entities to maintain rulemaking timelines, and receiving and processing petitions for exemption
- Improve Part 135 application processing
 - Revised documentation requirements and approval process
 - FAA claims applications are now processed in 31 days on average

Aviation Safety

- Foreign Part 145 Operations
 - Requires all foreign aircraft repair stations be subject to at least one unannounced safety inspection each year and sets forth minimum qualifications for mechanics and others working on United States-registered aircraft at foreign repair stations
 - Requires drug and alcohol testing and a threat assessment of employees at foreign repair stations are implemented
 - Final Rule (81 pages) on drug testing issued December 16, 2024 affecting 977 repair stations in 65 countries
 - Still working on the increased inspections for overseas stations and how they are going to implement the requirement that foreign mechanics who return aircraft to service meet the FAA standards of part 65
- NOTAMS
 - NOTAM system overhaul required
 - FAA accelerated procurement with new cloud-based system
 - Full deployment completed in September 2025

Aviation Safety (Cont.)

- FAA's Organization Designation Authorization (ODA) Oversight Office
 - Establish recurrent training requirement for ODA holders
 - ODA holder code of ethics and ethics training requirement
 - ODA holder safety reporting requirements
 - FAA issued draft FAA Notice N 8100.20 asking for public comment on June 17, 2025.
- Increase of maximum civil penalties to \$1,200,000 for large organizations, \$100,000 for individuals or small business concerns
 - FAA updated its enforcement guidance January 5, 2025, to include the new amounts

Aviation Safety (Cont.)

- Zero Tolerance for Near Misses, Runway Incursions, and Surface Safety Risks
 - Establish the Runway Safety Council to develop strategies to address airport surface safety risks
 - RSC had its first meeting February 7, 2025
 - The RSC includes aviation stakeholders from across FAA Lines of Business like Airports, Aviation Safety, and the ATO, FAA employee labor organizations like PASS and NATCA, as well as industry representatives like aircraft operators, airline representatives and flight instructors
 - As part of this work, ATO, in collaboration with the air traffic controllers union, has created a Wrong Surface Landing Event Safety Task Force. The Task Force provides a review of surface events through an operational safety lens, recommending policy or operational changes as required
 - Working at the local level with airport authorities to identify and mitigate recurring surface safety issues, such as Flying Cloud Airport in Minnesota and Asheville Regional Airport in North Carolina

Aviation Safety (Cont.)

- Commercial Air Tours
 - New rulemaking for safety of air tour operators and potentially within 2 years requiring a Part 119 certificate and all air tour flights must be conducted under Part 121 or Part 135, subject to some additional rulemaking and exclusion for small business operators
 - FAA Announced creation of Commercial Air Tour Aviation Rulemaking Committee (Commercial Air Tour ARC) in January, 2025, with its first meeting on May 20, 2025, and will provide recommendations on:
 - Regulatory changes
 - Standard for flight data monitoring
 - Requiring operators to install flight data recording devices and implement a flight data monitoring program
 - Establishing terrain warning and awareness methods
 - Establishing ways to avoid other aircraft in high-traffic areas, such as requiring operators to equip aircraft with ADS-B Out and In systems

Aviation Safety (Cont.)

- Cybersecurity
 - FAA required to promulgate minimum standards and regulations of cybersecurity in air commerce. Gives FAA exclusive rulemaking authority to prescribe regulations for cybersecurity in aircraft, including UAS
 - FAA is required to track, monitor and evaluate the NAS cyber environment for incidents and respond where appropriate
 - Civil Aviation Cybersecurity Aviation Rulemaking Committee established May 13, 2025, instructed to:
 - Recommend what products should have cyber design standards
 - Method for manufacturers to show compliance with regulations
 - Appropriate cybersecurity controls for aircraft networks
 - What retrofitting should be done to aircraft and systems currently in service
 - Data gathering on cyber incidents
 - How much should the FAA system be harmonized with other federal agencies
 - Recommendations due 18 months after first meeting

Aviation Workforce

- Airman's Medical Bill of Rights
 - FAA has 1 year to establish the details, which must include:
 - Right to bring a "trusted companion" to an evaluation
 - Enhanced privacy rights
 - Right to terminate the examination
 - Pick an AME of your choice
 - System of reporting AME misconduct
- Compliance with the requirements
 - Simplified medical process for General Aviation pilots
 - Guidance updated with most of the notification requirements
 - FAA Order 8000.95D (Designee management Policy) updated with additional provisions regarding the evaluation and investigation of medical examiners

Consumer Protection

- Airman's Medical Bill of Rights
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Aviation Operations

- Air Traffic Controllers – Within 270 days issue report on how to increase hiring and retention and evaluate skills required for successful operation
- FAA made hiring and retention high priority in January 2025
- FAA has 10,750 air traffic controllers on the job
- 3,000 currently in training
- FAA projects to hire at least 2,000 controllers this year
- 30 percent increase in salary for candidates who qualify to attend the FAA's Academy
- Expanded hiring of military controllers with new procedures that permit Air Traffic managers to directly accept resumes from interested military controllers and help place them at their preferred location

Production Oversight

- Act requires a new risk model for production facility inspections to guide the frequency of inspections
- FAA issued new guidance in April for how to perform risk assessment when a manufacturer changes production rate, how to use the risk assessment results; when to add audits; how to customize an audit plan to focus on the areas of highest risk; and which facilities and suppliers to audit
- FAA was required to review how it collects and reviews aviation safety data with a report due in 6 months
- FAA accelerated work and has already implemented a new cloud-based system for collecting and analyzing data
- FAA required to hire an outside entity to conduct a study on the future state of type certification of aircraft. It must focus on a risk-based model for type certification to improve safety, provide an assessment of best practices, with a report to Congress
- RFP issued in November 2024, contract awarded in Jan 2025
- No ETA on finishing work

Thank You

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